

BookletChart™

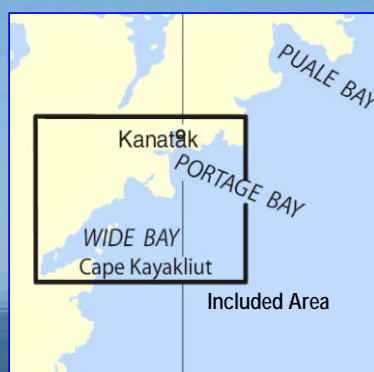


Portage and Wide Bays

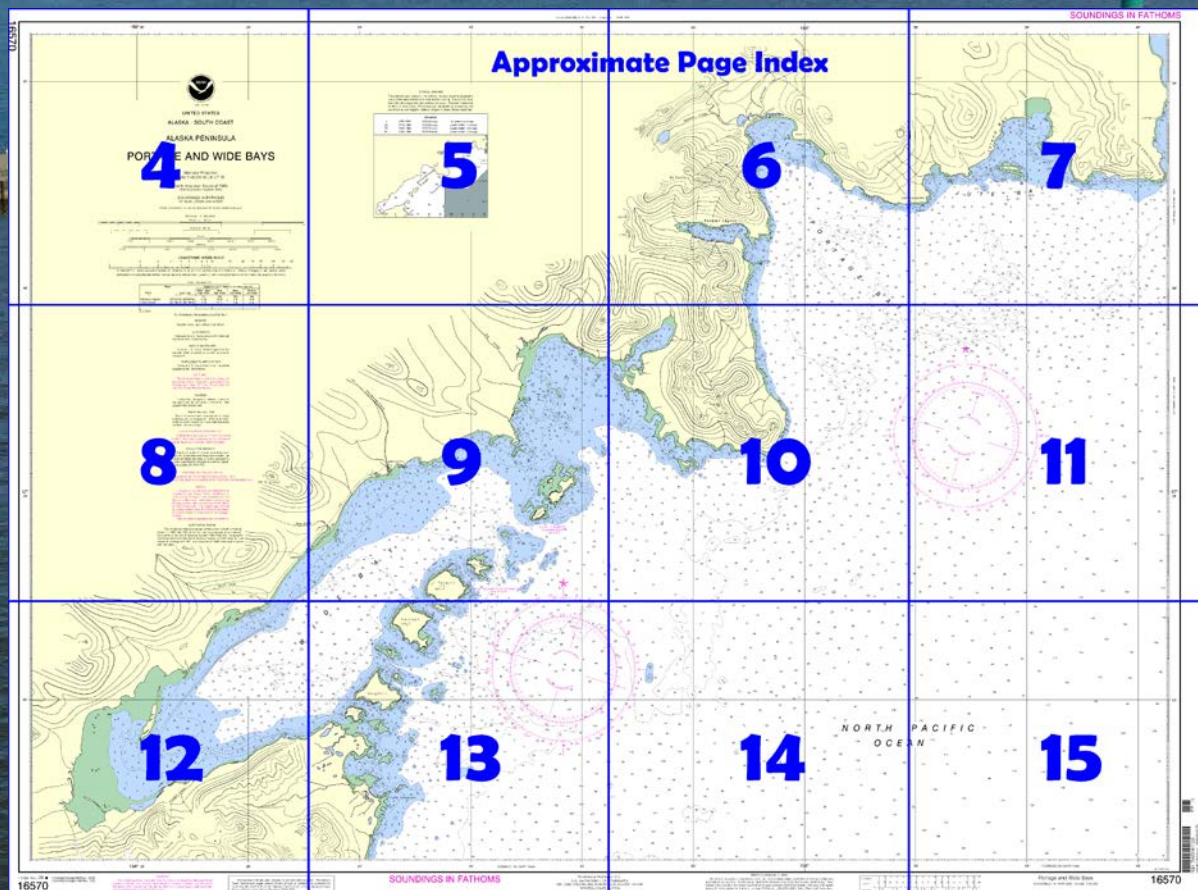
NOAA Chart 16570

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16570>.



(Selected Excerpts from Coast Pilot)

Jute Bay is between **Cape Unalishagvak** and **Cape Kanatak**. The part inside **Jute Island** is called **Island Bay**. Reefs marked by kelp and breakers extend SE from Jute Island and WSW from the E side of Island Bay to about halfway to Jute Island; both reefs tend to break the swells during SE winds. The channel between the reef extending WSW and the island has depths ranging from 11 to 5 fathoms. The channel W of Jute Island has depths of 1½ to 5

fathoms, but its S end is obstructed by rocks and reefs extending SW from the island, and its use is not recommended except by boats with local knowledge. A 2¾-fathom shoal is 0.7 mile SW of Jute Island.

Indifferent anchorage, sheltered except from SE winds, can be obtained N of Jute Island in Island Bay.

As in all of the bays in this vicinity, the williwaws are violent with W winds and are very troublesome, if not dangerous, to small craft.

Portage Bay, between Cape Kanatak and Cape Igvak, is clear except for reefs and rocks about 1 mile from its head. The bay is open to SE winds and is subject to NW winds, which draw down from the mountains with great force.

A kelp-covered reef extends 0.5 mile SW from **Kelp Point**. Just off the reef and separated from it by a narrow channel is a rock, covered ¾ fathom, leaving a clear channel 0.2 mile wide W of it for entering the inner part of the bay.

The best anchorage is in depths of about 5 to 10 fathoms SE of the ¾-fathom rock; coasting vessels sometimes use the inner anchorage NW of the rock. The anchorages are subjected to violent williwaws with W weather, and at such times the inner anchorage should not be used. The wind is apt to shift from NW to SE with little warning. In such cases, launches make for Kanatak Lagoon for shelter.

Vessels with passengers or freight usually anchor as far in as their draft permits. With NW winds there is but little swell.

Kanatak Lagoon, on the W side of the bay about 3.5 miles from the head, has a narrow entrance with less than 4 feet at low water, but has depths of 4 to 15 fathoms, mud bottom, inside. It affords excellent anchorage in E weather, but is a maelstrom with NW winds. Under such conditions the williwaws blow with almost hurricane force, and the water level at the E end is higher than that at the W end.

In approaching Portage Bay from Shelikof Strait, keep a careful track of the reckoning, as the various headlands are similar and the bay is difficult to recognize from a distance. Enter on a midchannel course and, if bound to the inner anchorage, pass 200 yards SW of the ¾-fathom rock, then head N and anchor as desired.

Cape Igvak (57°26.1'N., 156°01.3'W.), a conspicuous headland separating Portage and Wide Bays, is the S extremity of a ridge of mountains rising 2,000 to 2,600 feet, and covered with clouds most of the time.

Wide Bay, between Cape Igvak and Cape Kayakliut, is obstructed across the entrance by many islands which are surrounded by foul ground.

In 1983, a 3-fathom shoal was reported about 5.5 miles E of the islands in about 57°20'37"N., 156°06'54"W. The preferred entrance to the inner bay for deep-draft vessels is through a 300-yard-wide channel between **East Channel Island** and **Channel Rock**; the channel has a least depth of 9 fathoms. Rocks and reefs, marked by kelp and usually breakers, extend almost 1.5 miles SE and 0.3 mile N of Channel Rock. Foul ground extends almost 2 miles NE and 0.2 mile S of East Channel Island. Small shallow-draft vessels may enter the inner bay between **Terrace Island** and **West Channel Island** or between **Hartman Island** and the unnamed islet 0.4 mile SW. Ledges and shoals surround the islands, and in the channel between Terrace and West Channel Islands a distance of 175 yards should be maintained off the SW side of West Channel Island; a midchannel course should be maintained in the channel between Hartman Island and the unnamed islet. Passage elsewhere should not be attempted without local knowledge. Moderate rip currents have been observed in all the entrances to Wide Bay during maximum currents. Once inside the inner bay, secure anchorage in any weather is available in 5 fathoms to more than 20 fathoms, excellent holding ground.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16570

156° 30'

25'

35'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

ALASKA PENINSULA

PORTAGE AND WIDE BAYS

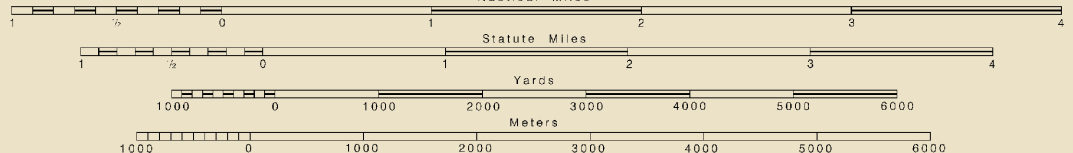
Mercator Projection
Scale 1:50,000 at Lat 57° 26'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:50,000
Nautical Miles



TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean High Water	Mean Low Water	Mean Low Water
Less Cabins Kanatak Lagoon		(57°26'N/156°18'W)	feet 11.9	feet 11.1	feet 1.3
		(53°31'N/156°04'W)	11.8	10.9	1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2015)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Joins page 8

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important

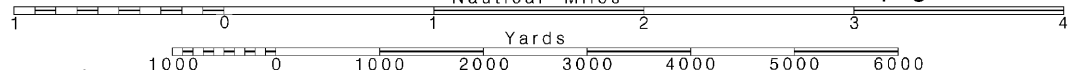
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



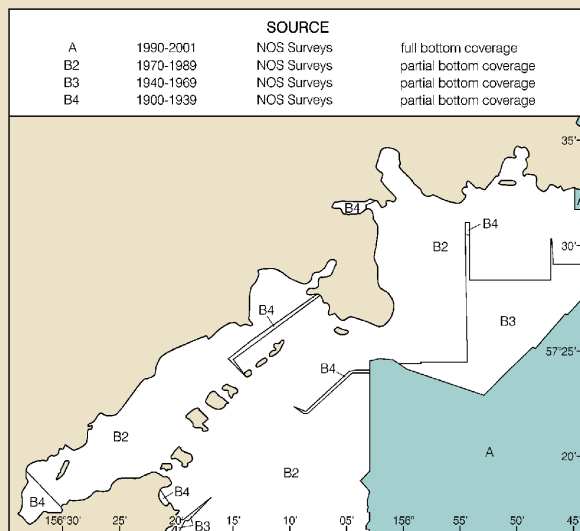
20'

15'

10'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



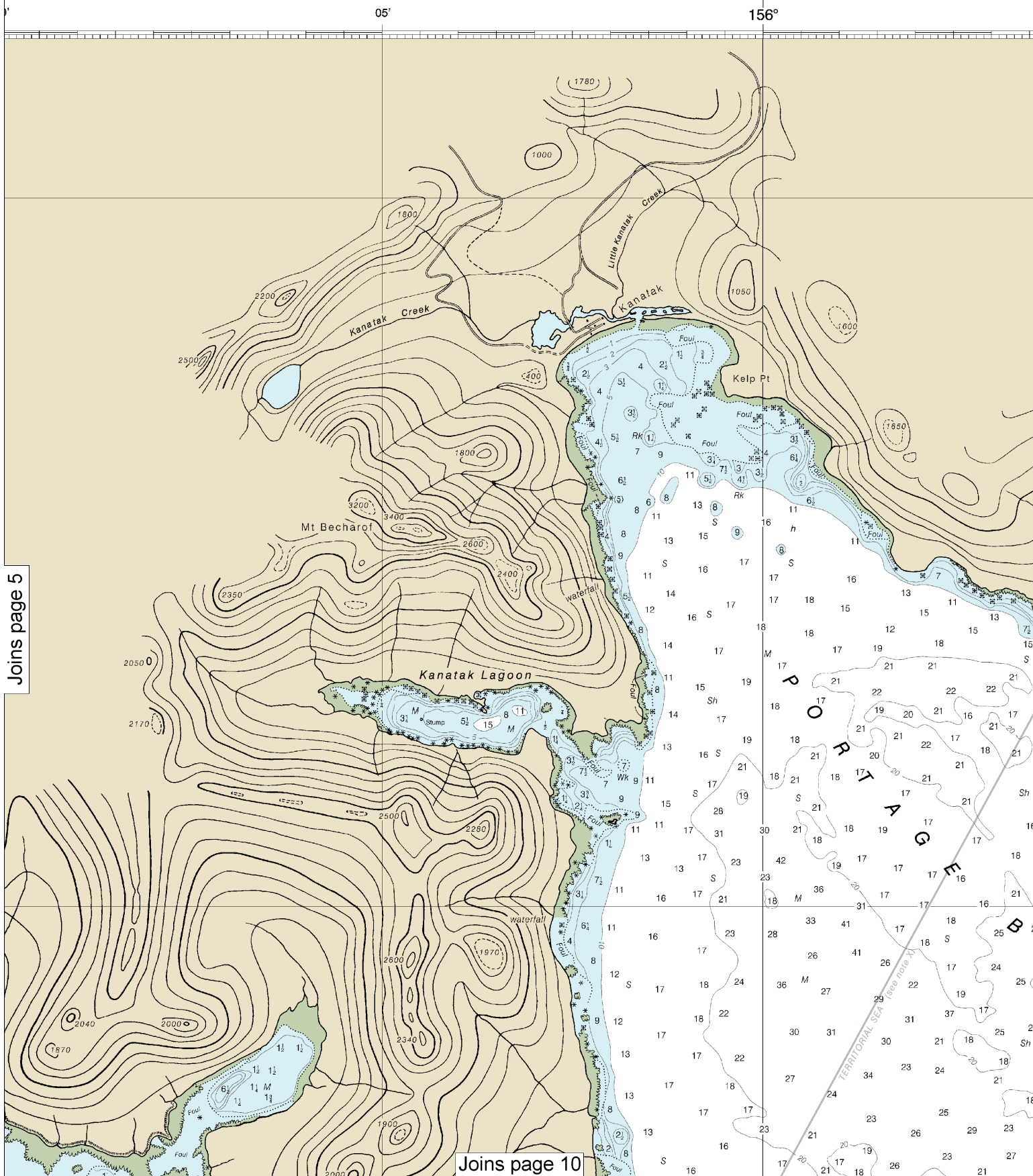
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary of the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:66666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



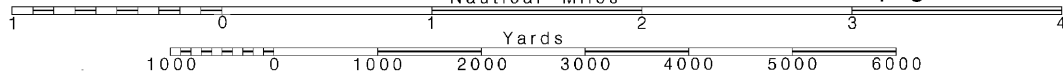
6

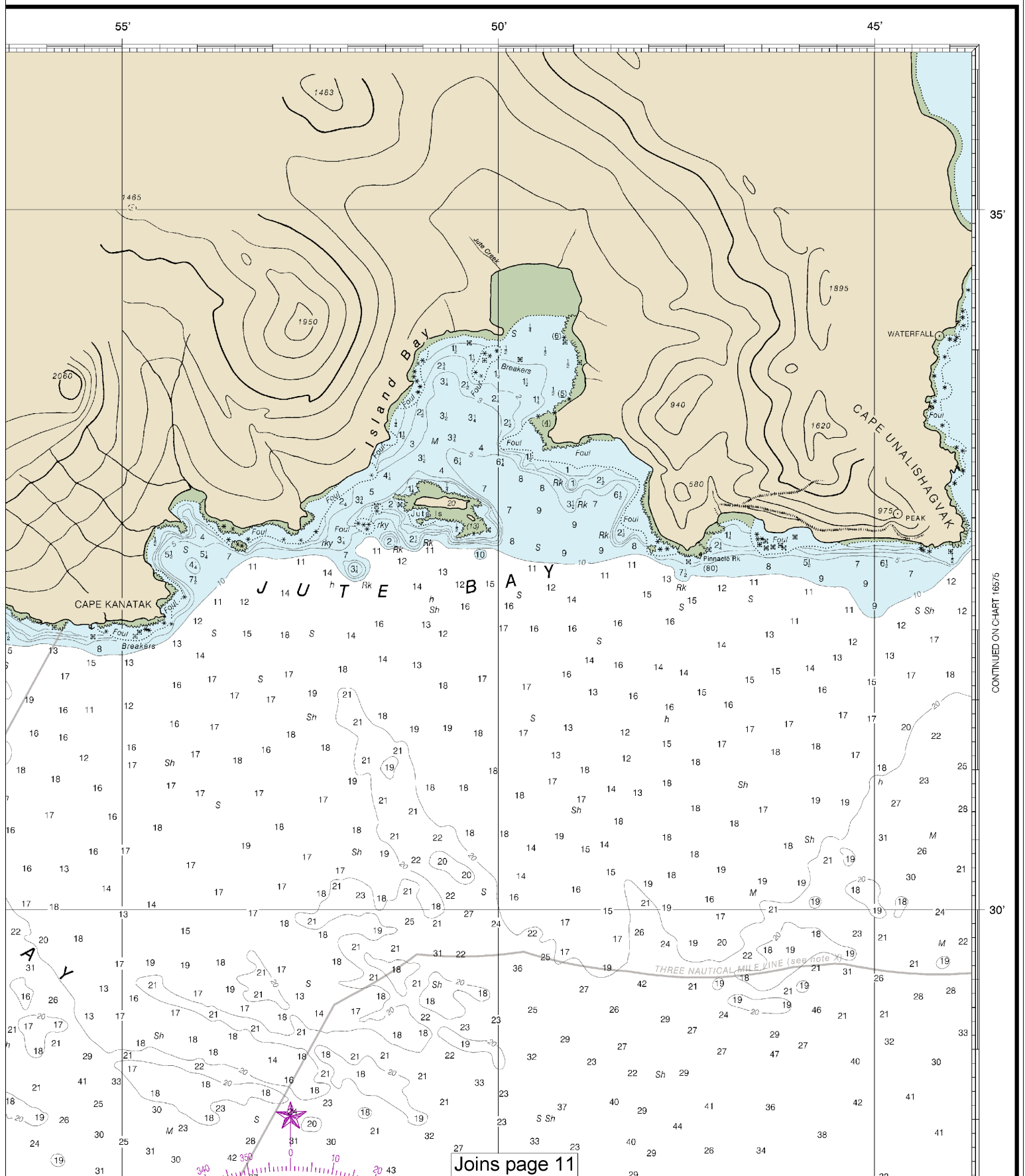
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





Last Correction: 2/25/2015. Cleared through:
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

	High water	High water	Low water
	feet	feet	feet
(57°26'N/156°18'W)	11.9	11.1	1.3
(53°31'N/156°04'W)	11.8	10.9	1.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Feb 2015)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 14° from the normal variation have been observed on Terrace Island and as much as 3° on East Channel Island.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.581" southward and 7.486" westward to agree with this chart.

Joins page 12

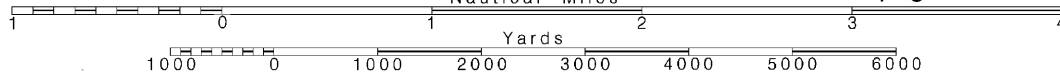
8

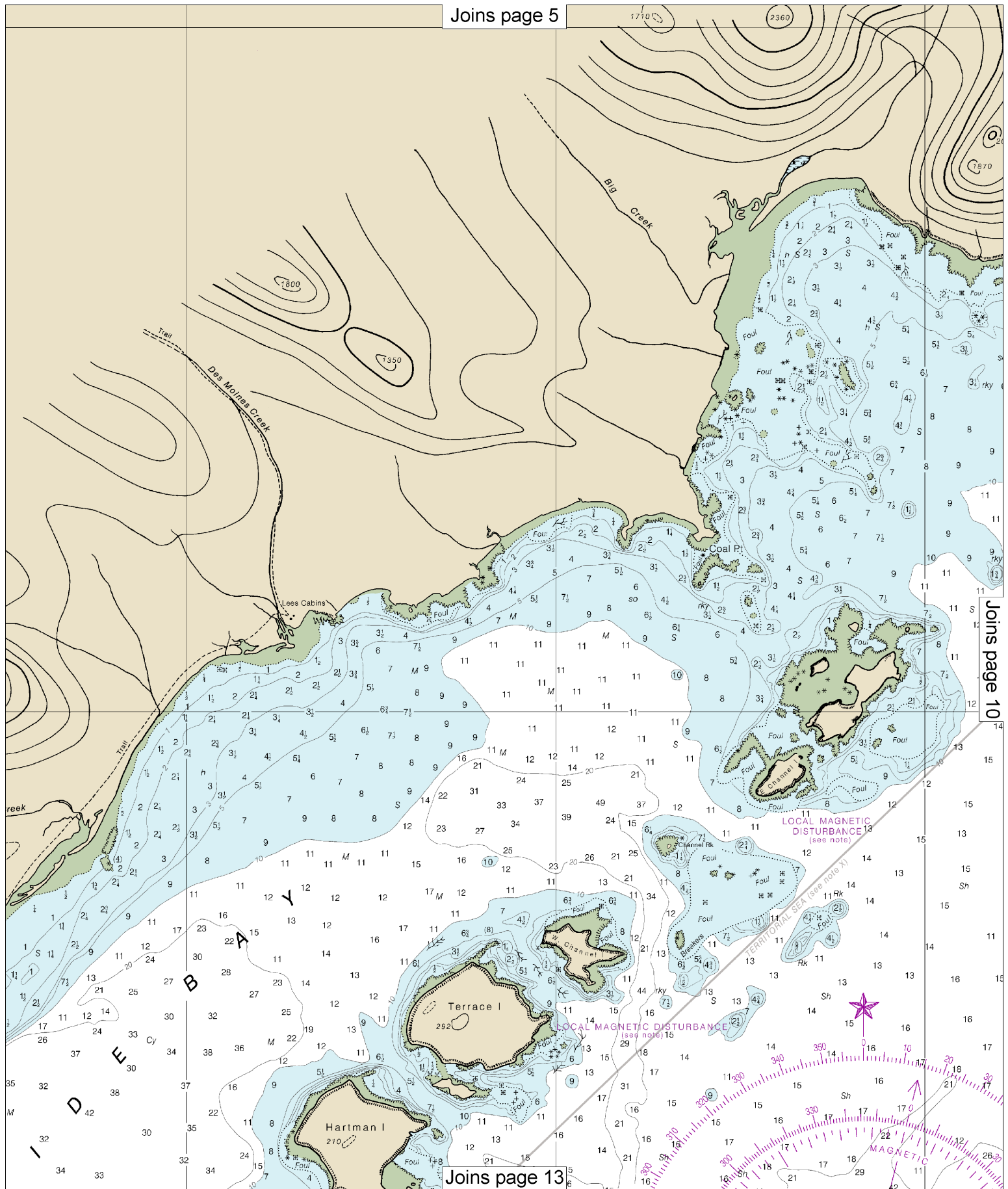
Note: Chart grid lines are aligned with true north.

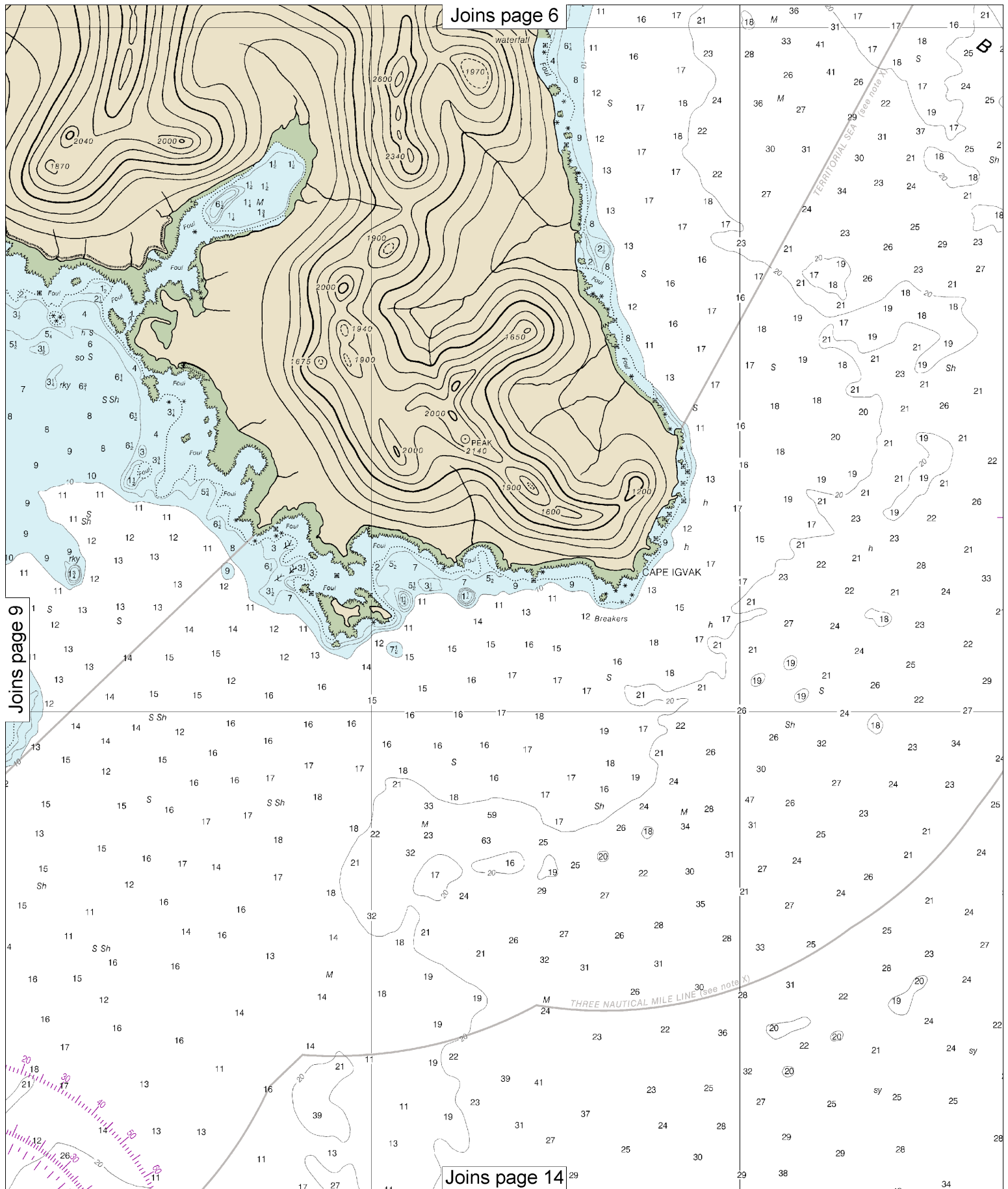
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.







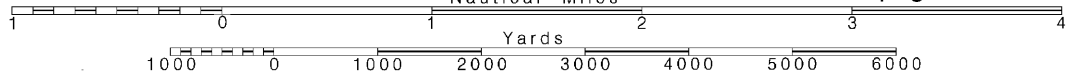
10

Note: Chart grid lines are aligned with true north.

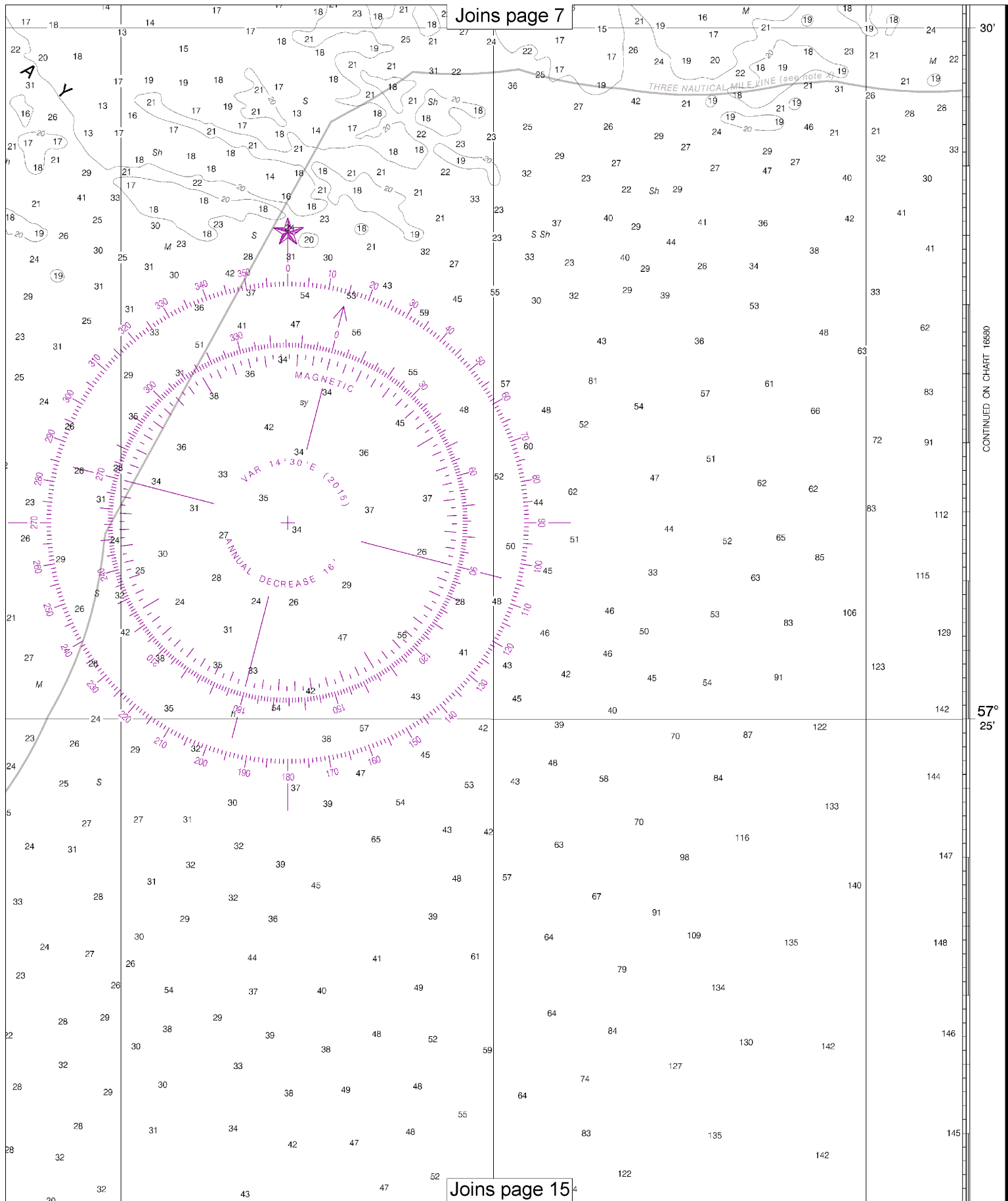
Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.



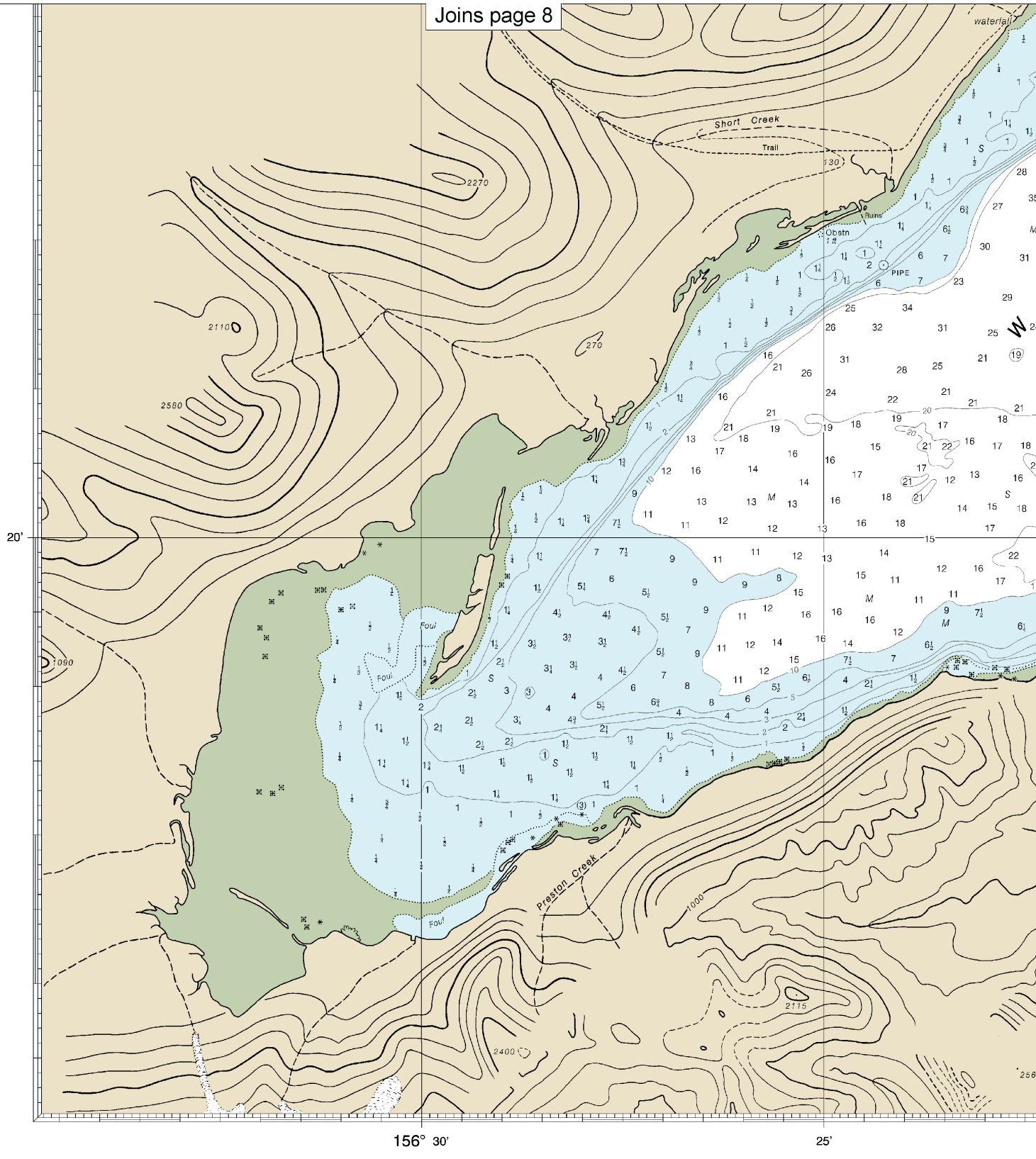
Joins page 7



CONTINUED ON CHART 16590

57° 25'

Joins page 15



12th Ed., Feb. 2015

16570

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>.

Last Correction: 2/25/2015. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

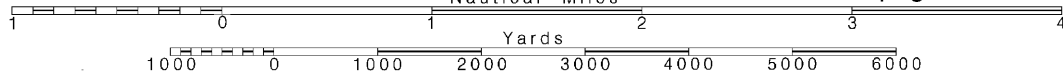
12

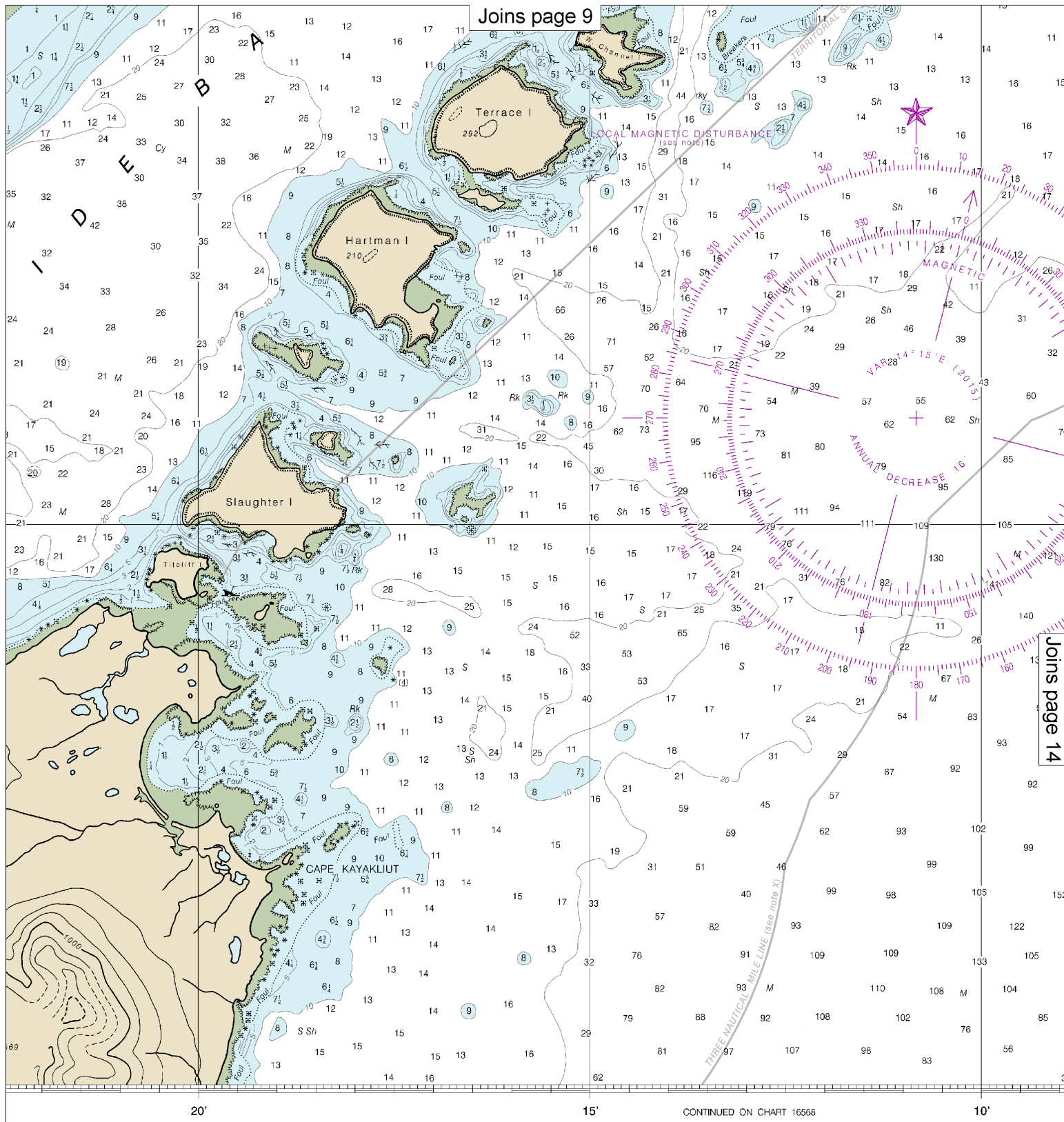
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.

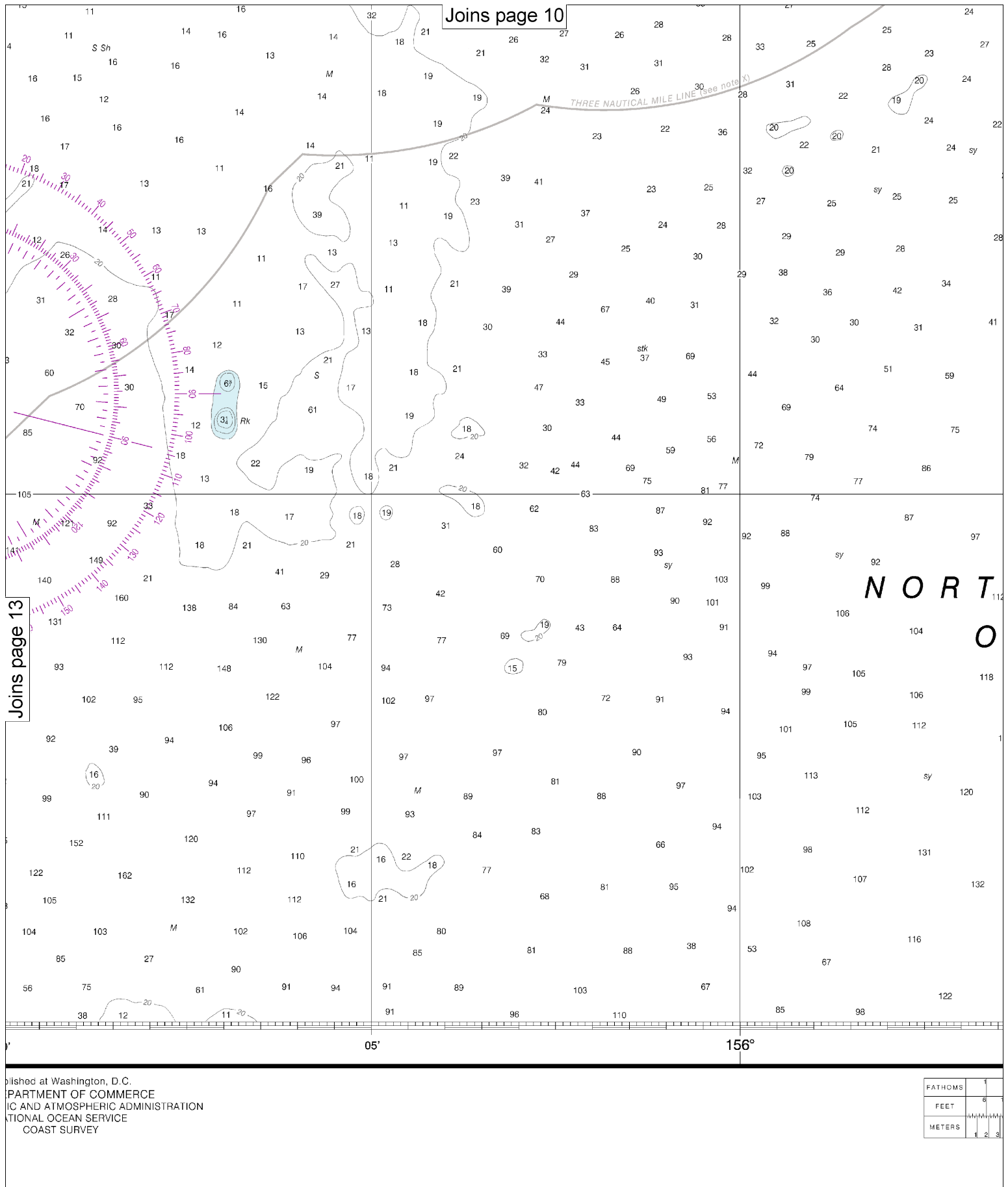




Comments
at.htm

SOUNDINGS IN FATHOMS

Published at Wash
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEAN
COAST SUR



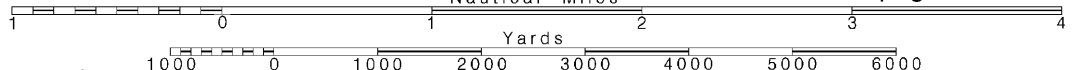
14

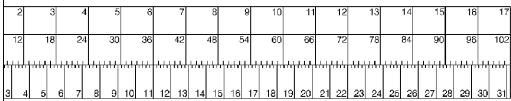
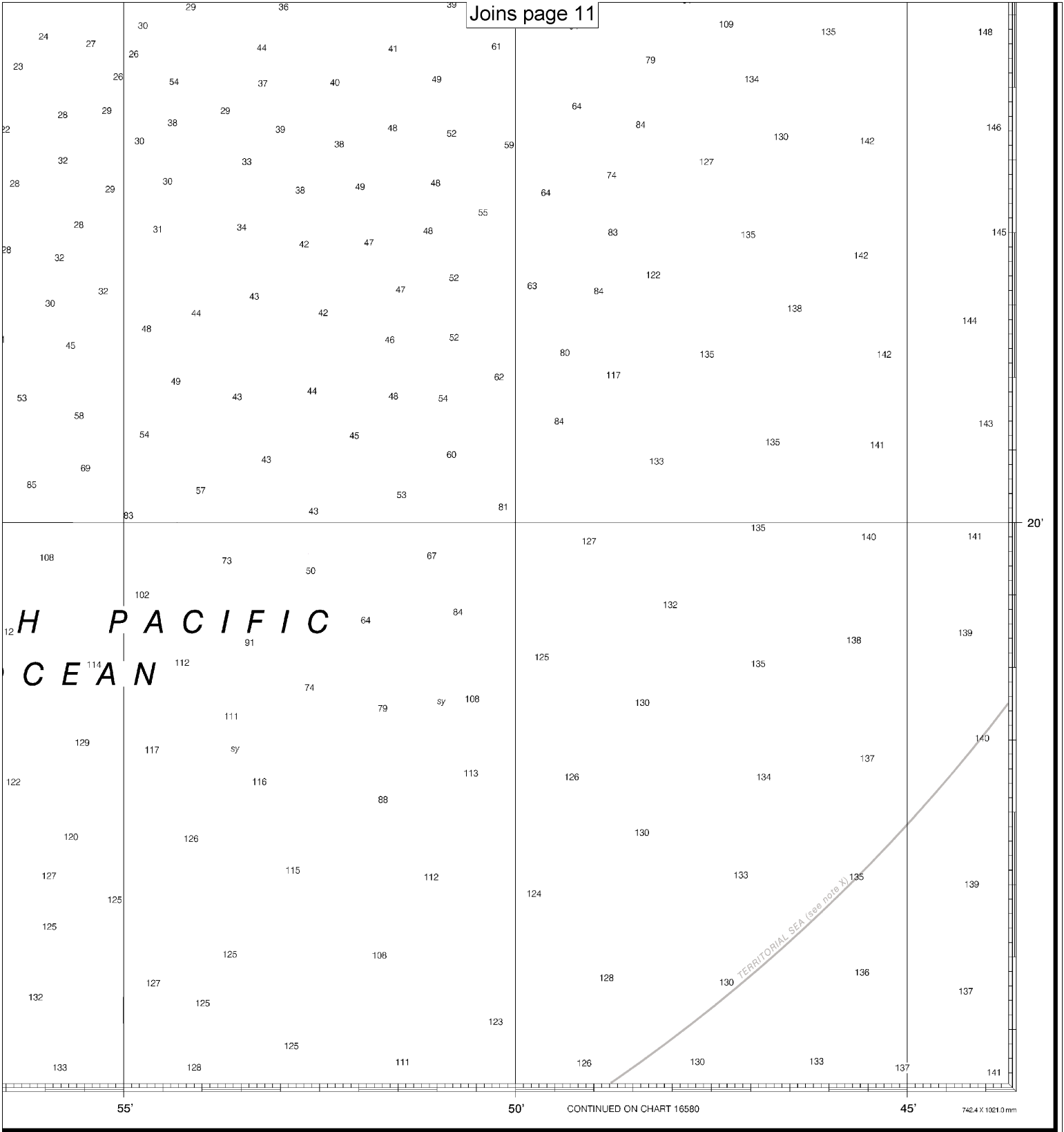
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:50,000
Nautical Miles

See Note on page 5.





Portage and Wide Bays
SOUNDINGS IN FATHOMS - SCALE 1:50,000

16570



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.